

# SR 520 Corridor Program

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**Washington Transportation Commission**  
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**Washington State**  
**Department of Transportation**

# Presentation Agenda




- Program Overview
- Lake Washington Urban Partnership
- Pontoon Construction Project
- Eastside Transit and HOV Project
- Bridge Replacement and HOV Project
- High Capacity Transit Plan
  - Bus Rapid Transit
  - Montlake Multimodal Center Vision
  - Next Steps



# SR 520 Program Description

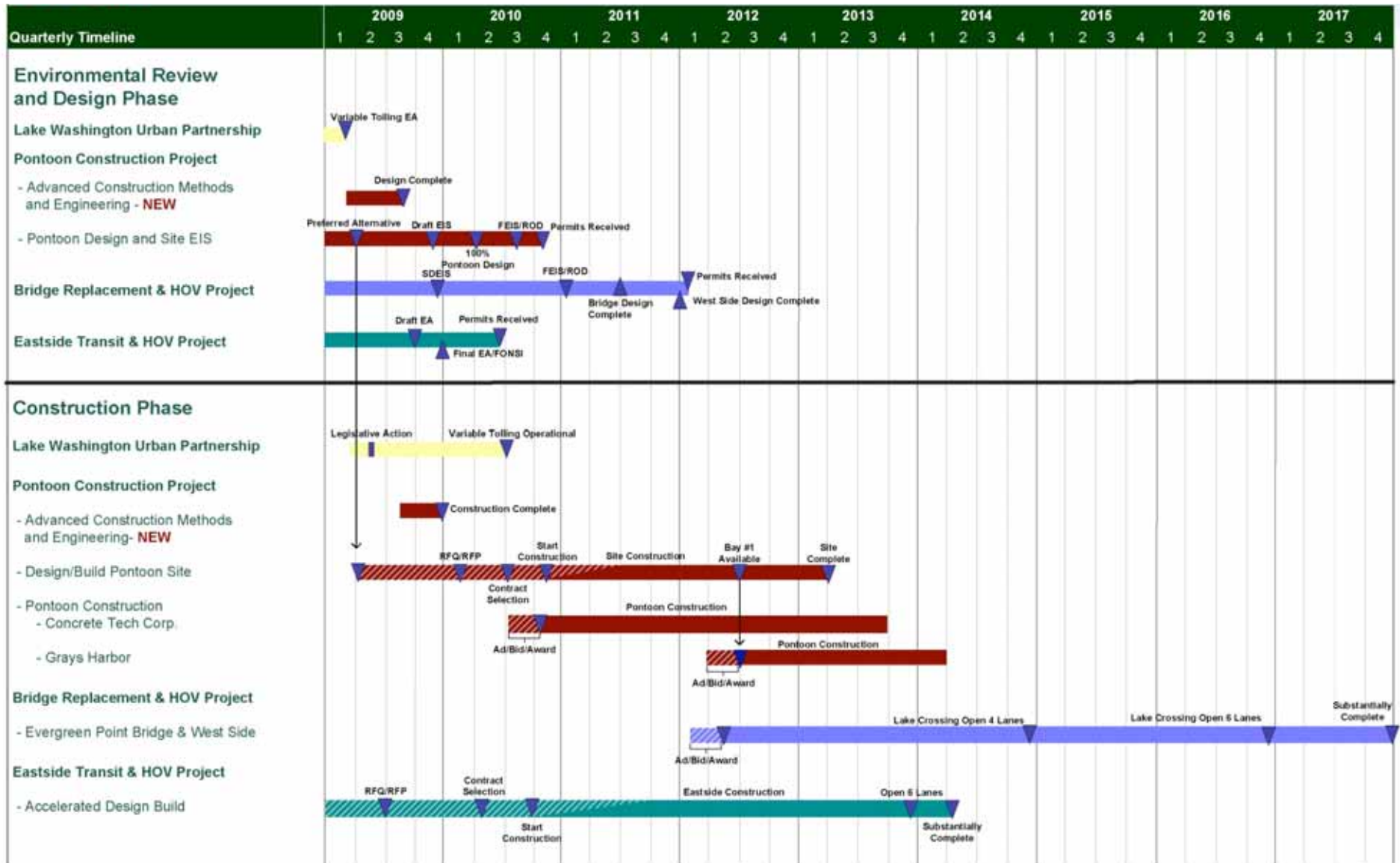
The SR 520 Corridor Program will replace the Portage Bay and Evergreen Point bridges and improve existing roadway between I-5 in Seattle and SR 202 on the Eastside.

The SR 520 Corridor Program includes four projects:


-  **Urban Partnership** – Traffic management and tolling from I-5 to I-405.
-  **Eastside Transit and HOV** – Evergreen Point Road to SR 202.
-  **Pontoon Construction Project** – Pontoons for catastrophic failure planning.
-  **Bridge Replacement and HOV Project** – I-5 to the vicinity of Evergreen Point Road.



# SR 520 Program Schedule



# Cost Estimates: 2006 to 2008 Cost Comparison

|                                  | I-5 to Floating Bridge   | Pontoon Site and Floating Bridge |                     | Evergreen Point Road to I-405 |  |                   |  |
|----------------------------------|--|----------------------------------|---------------------|-------------------------------|--|-------------------|--|
| 2006 Montlake Interchange Option | Total Cost \$1.892B  | Total Cost \$1.488B              |                     | Total Cost \$680M             | 2006 Total Cost \$4.060B   |                   |  |
| 2006 Pacific Interchange Option  | Total Cost \$2.202B  | Total Cost \$1.488B              |                     | Total Cost \$680M             | 2006 Total Cost \$4.370B   |                   |  |
| 2008 Corridor Concept            |  |                                  |                     |                               | Note: Map includes major construction limits. Corridor work continues to SR 202. |                   |  |
|                                  | Option A*  | Pontoon Site                     | Floating Bridge     |                               |  |                   |  |
|                                  | 2008   | Total Cost \$2.022B to \$2.298B  | Total Cost \$358M   | Total Cost \$1.370B           |  | Total Cost \$776M | 2008 Most Likely Cost \$4.526B to \$4.802B |
|                                  | Option K*  |                                  |                     |                               |  |                   |  |
|                                  | 2008   | Total Cost \$4.070B to \$4.168B  | Total Cost \$358M   | Total Cost \$1.370B           |  | Total Cost \$776M | 2008 Most Likely Cost \$6.574B to \$6.672B |
|                                  | Option L*  |                                  |                     |                               |  |                   |  |
| 2008                             | Total Cost \$2.562B to \$2.642B  | Total Cost \$358M                | Total Cost \$1.370B | Total Cost \$776M             | 2008 Most Likely Cost \$5.066B to \$5.146B                                       |                   |  |

\*Range includes optional features.

All costs 1st year of expenditure.

\*Range includes optional features.

All costs in year of expenditure.



# Lake Washington Urban Partnership



*Artist's rendering of what electronic tolling might look like on the existing SR 520 Bridge*

**Funded by:**



**U. S. Department of Transportation  
Federal Highway Administration**

Designed to reduce congestion through the “Four T’s”:

- **Transit**
- **Technology**
- **Telecommuting**
- **Tolling**

Awarded \$154.5 million to assist WSDOT, Puget Sound Regional Council and King County in applying these innovative approaches to reduce congestion in the 520 corridor in Western Washington.

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LAKE WASHINGTON URBAN PARTNERSHIP

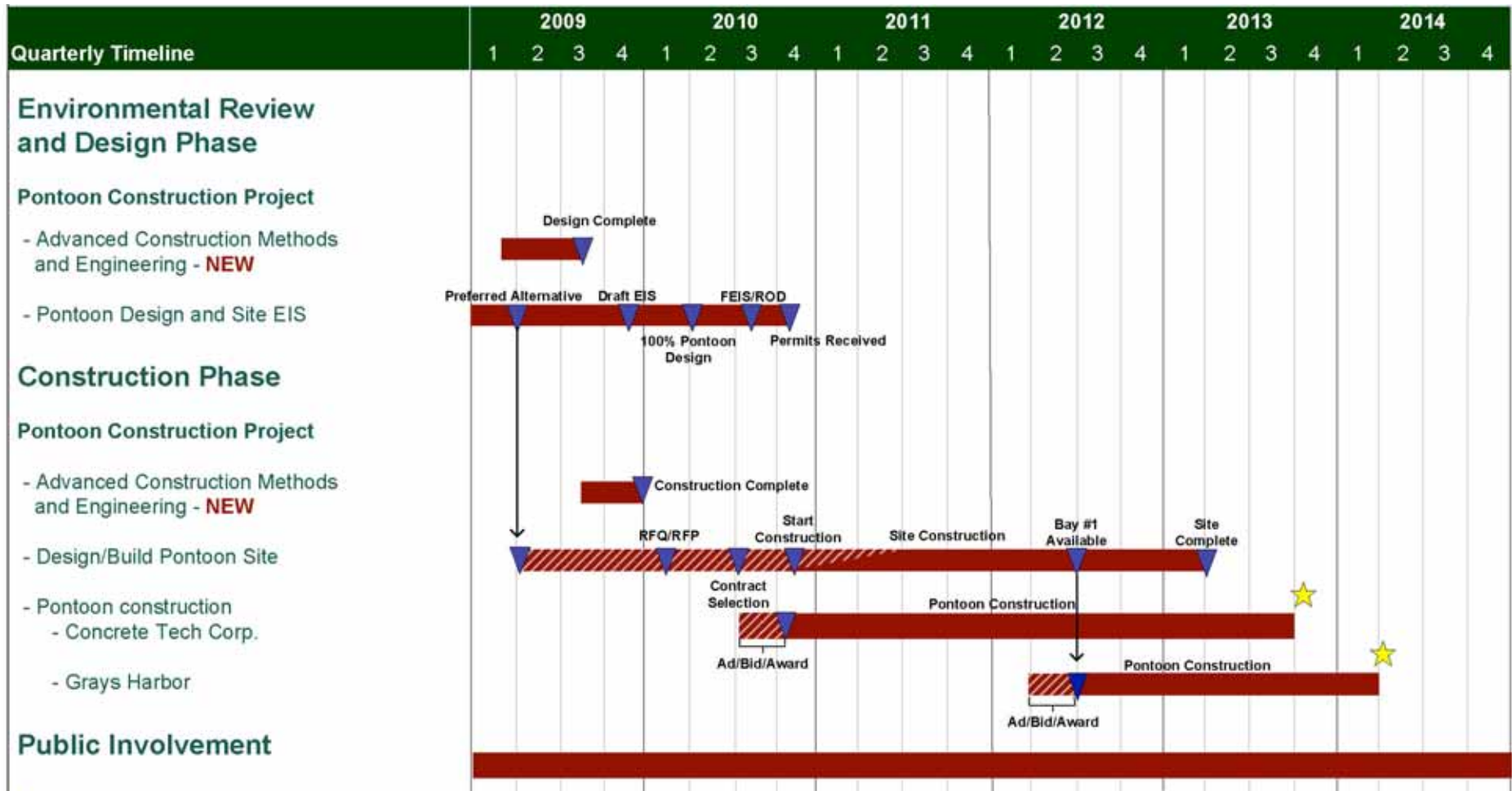


# Pontoon Construction Project



- Moving forward in Grays Harbor to build pontoons.
- Three sites will be evaluated during environmental process.
- Public comment period: Jan. 15 to Feb. 19.
- Public meeting: Jan. 29 in Hoquiam.
- Pontoon Advancement Project in 2009.
- DEIS published in late 2009.

# Pontoon Construction Project Schedule

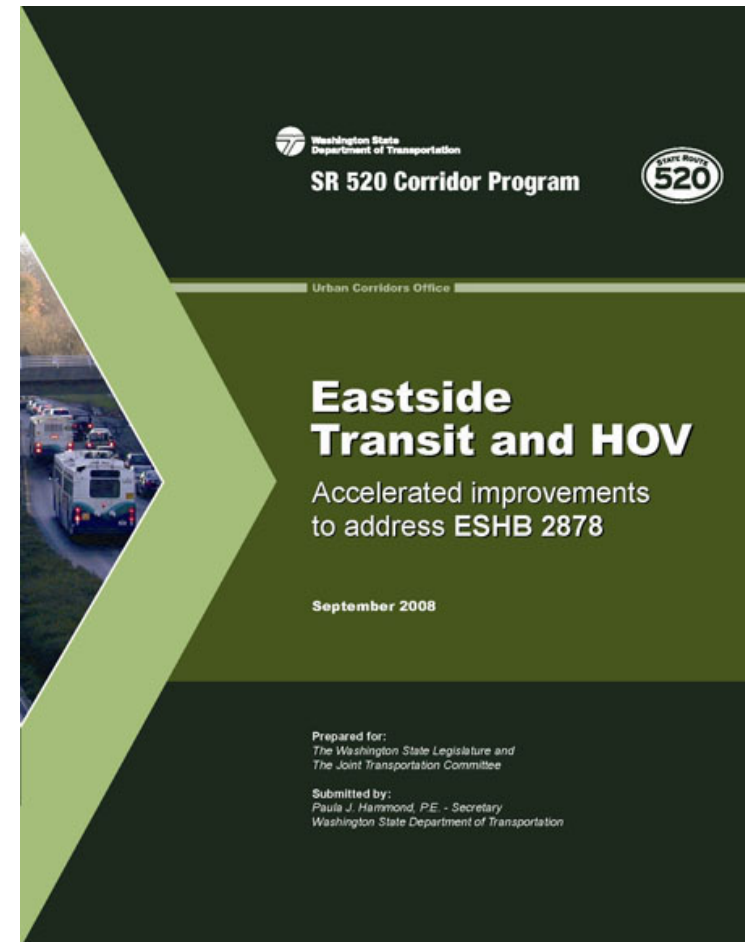


★ Additional pontoon construction for the planned bridge replacement will be determined through a separate environmental process. Schedule dependent on availability of funding.

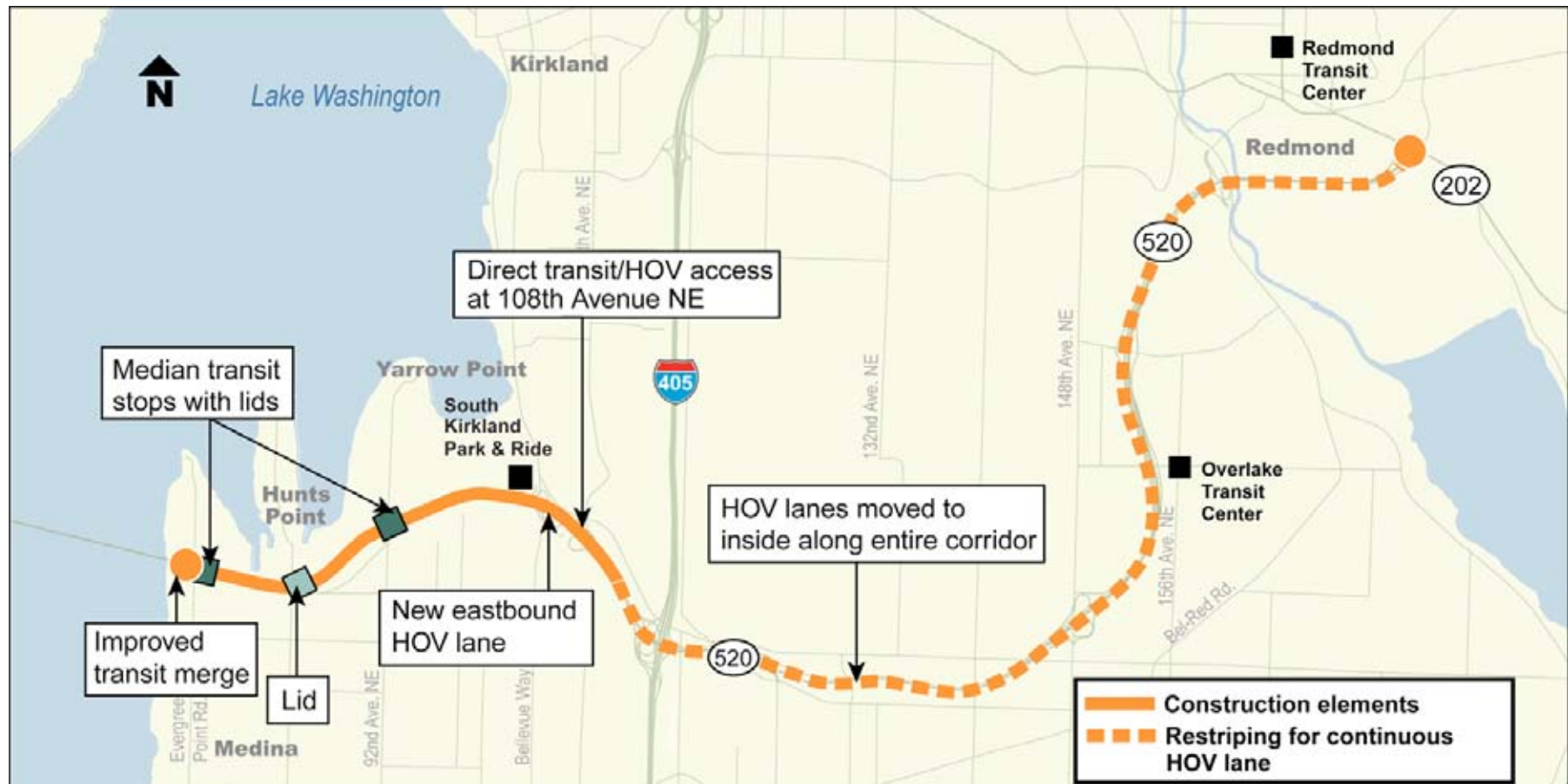


# Eastside Transit and HOV (ESHB 2878)

- Deliver benefits to drivers and transit riders during pre-construction tolling through Urban Partnership Agreement:
  - Technology
  - Transit
  - Telecommuting
- Accelerate construction of corridor improvements:
  - Approval of Eastside Transit and HOV Project received from FHWA.
  - Travel time benefits for transit and carpools earlier than planned.
  - Enhances public safety on the east side of 520.



# Eastside Transit and HOV Project



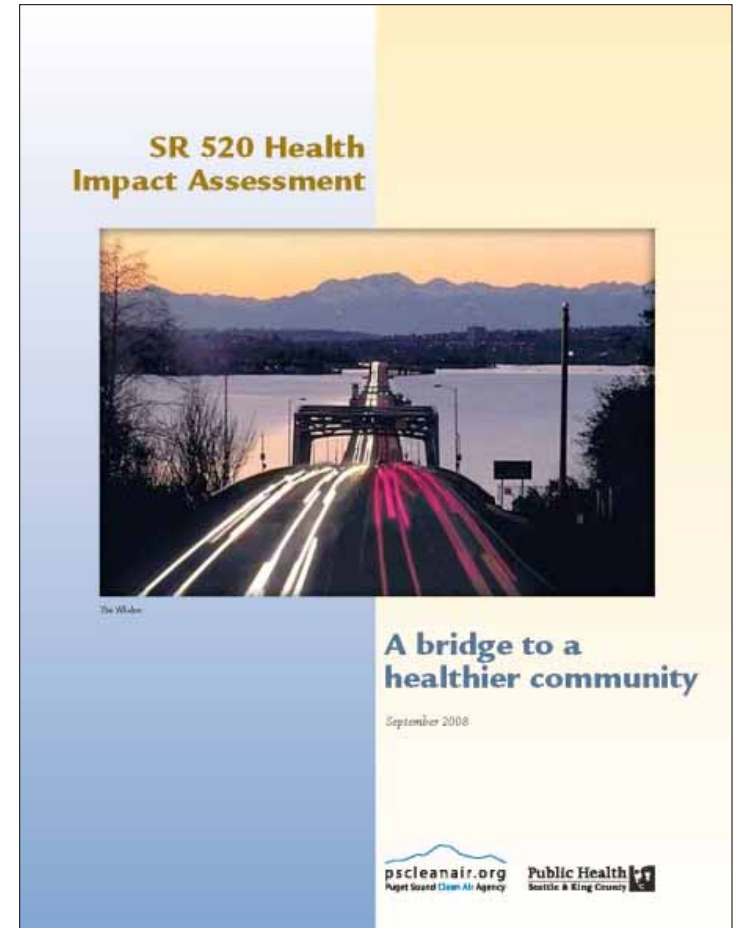
# West Side Mediation: Project Impact Plan (ESSB 6099)

- Identify the West side mediation group's recommended West side interchange configurations.
- Identify the project effects and community mitigation recommendations.
- Consider the project effects on parks, specifically the Washington Park Arboretum and the UW.
- Incorporate the Health Impact Assessment
- Include comments from Seattle City Council and Mayor.



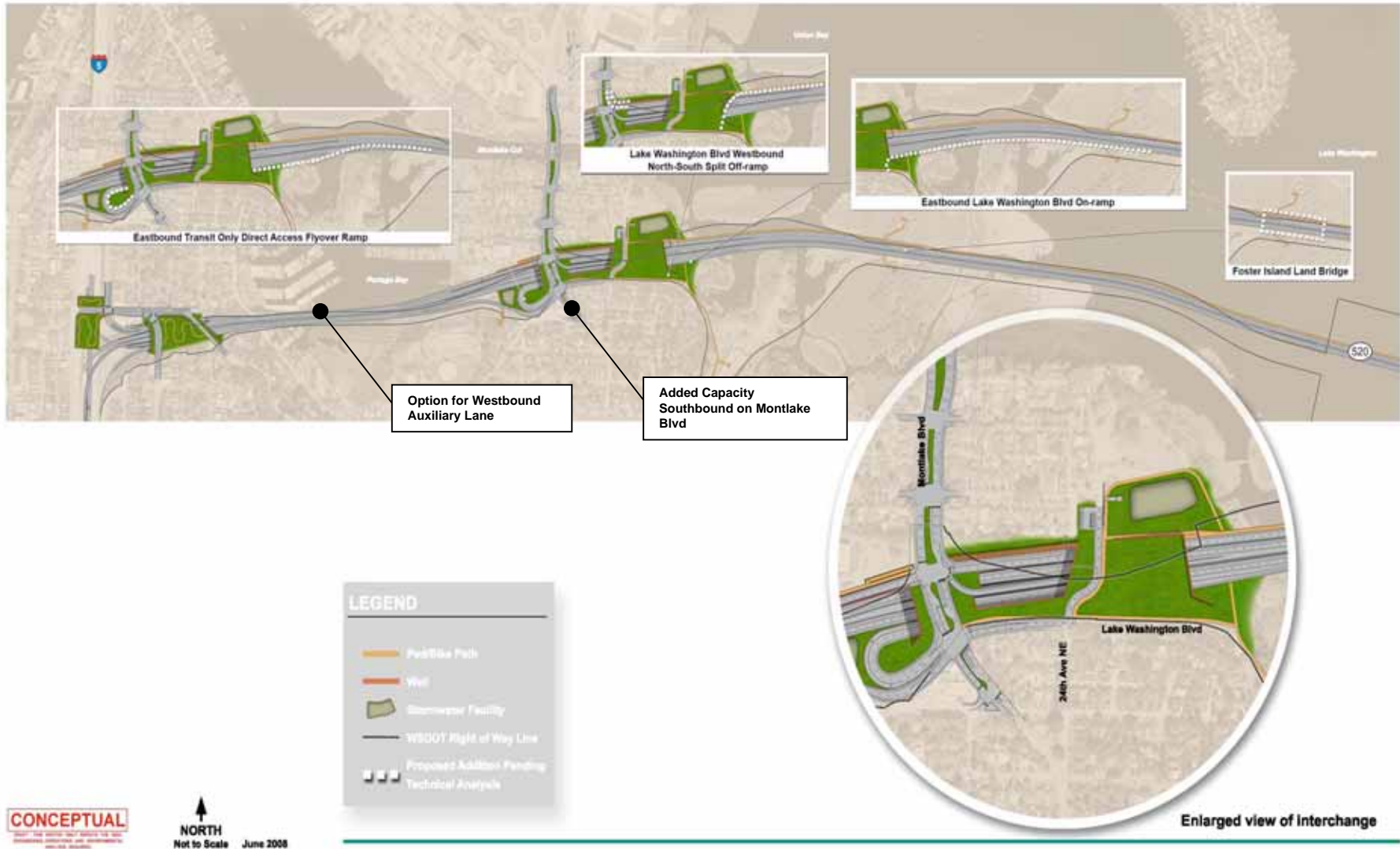
# Health Impact Assessment (ESSB 6099)

- Collaborative effort – Puget Sound Clean Air Agency and King County Public Health.
- Identified 4 critical health elements and made recommendations for each:
  - Construction period (reduce pollution, traffic management, noise control).
  - Transit, bicycling and walking.
  - Landscaped lids and green spaces (include freeway lids, preserve Arboretum).
  - Design features (reduce noise, innovative storm water management).





Alternative A - Transit-Friendly Option with possible additions



**CONCEPTUAL**  
This map is not a final design. It is for informational purposes only. It does not represent a final design or construction plan.

**NORTH**  
Not to Scale June 2008

## Alternative K - Parkway Plan



Enlarged view of interchange

**CONCEPTUAL**  
THIS IS A CONCEPTUAL PLAN AND NOT A FINAL DESIGN. IT IS SUBJECT TO CHANGE WITHOUT NOTICE.

**NORTH**  
Not to Scale June 2008



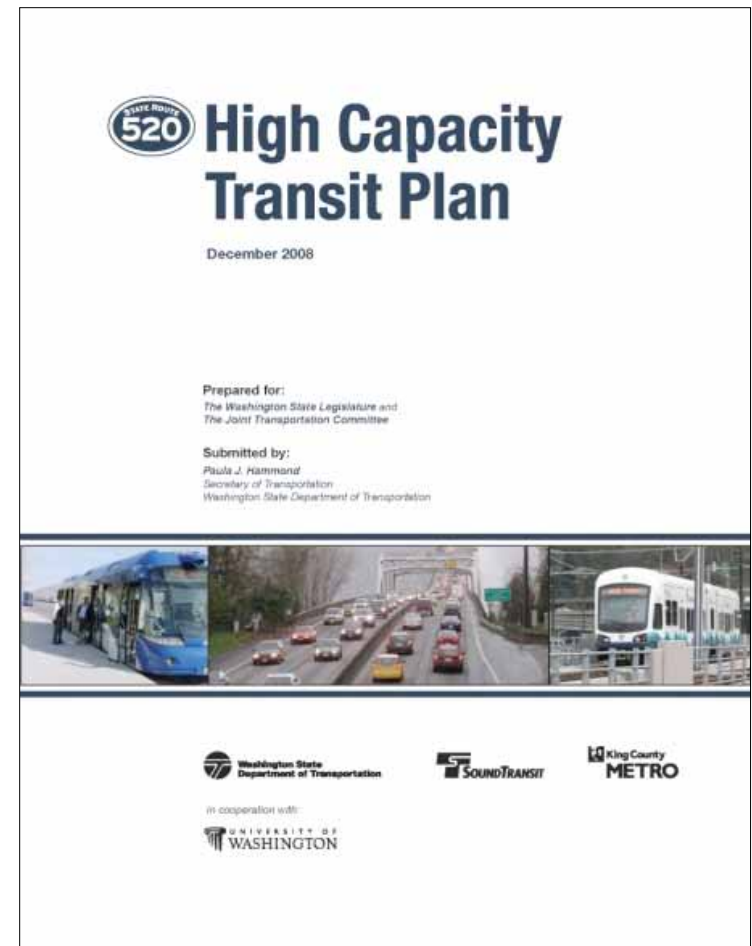
Enlarged view of interchange

 Fastlane Park  
 Wall  
 Stormwater Facility  
 WSDOT Right of Way Line

  
NORTH  
Not to Scale June 2008

# High Capacity Transit Plan (ESSB 6099)






- Defines a phased program for SR 520 bus rapid transit through 2030.
- Builds on the strong transit markets already in place along the corridor.
- Responds to projected increases in transit demand on the corridor.
- Builds on speed and reliability benefits from new, continuous HOV lanes.
- Envisions an improved multimodal center adjacent to the UW campus, UW Medical Center and the planned UW Link Light Rail Station.





# What is Bus Rapid Transit?

Bus rapid transit is more frequent, faster and carries more people than regular bus service. SR 520 infrastructure investments lay the foundation for this improved service.

| Types of Bus Rapid Transit  |   |   |
|---|---|---|
| <b>Convertible/<br/>BRT</b>   |    | <ul style="list-style-type: none"><li>▶ Same exclusivity and access as Busway BRT</li><li>▶ Facilities built to LRT standards</li><li>▶ Convertible to LRT without new ROW</li></ul>  |
| <b>Busway/<br/>BRT</b>  |    | <ul style="list-style-type: none"><li>▶ Exclusive ROW</li><li>▶ Not affected by operations in adjacent GP lanes</li><li>▶ Direct access to transit facilities</li></ul>   |
|  <b>HOV/<br/>BRT</b> |  | <ul style="list-style-type: none"><li>▶ Shares lane with HOV to bypass GP traffic</li><li>▶ With inside median lanes, buses bypass ramp weaving activity</li><li>▶ Direct access to inside median or nearby transit facilities and P&amp;Rs</li></ul> |
| <b>Arterial/<br/>BRT</b>  |  | <ul style="list-style-type: none"><li>▶ Operates on arterials with signals</li><li>▶ Shares lane with HOV/business access</li><li>▶ Gets priority at signals</li></ul>  |

 Selected by regional transit agencies for initial Bus Rapid Transit service

# BRT Builds on Planned SR 520 Investments



Sound Transit HCT investments and the Lake Washington Urban Partnership also provide capital and service improvements for the corridor.

# SR 520 BRT Vision - 2030

- Five core routes:
  - Redmond to University District.
  - Redmond to Downtown Seattle.
  - Eastgate/Bellevue to University District.
  - Totem Lake/Kirkland to Downtown Seattle.
  - Canyon Park/Woodinville to University District.





# High Quality BRT Service

- Frequent two-way service all day:
  - Every 7 to 10 minutes during peak commute.
  - Every 15 minutes during mid day.
  - Every 15 to 30 minutes in evenings.
- Unique BRT identity and attributes:
  - BRT stations/stops and signage.
  - BRT low floor vehicles with all door boarding.
  - Off-board fare payment.
- Real time service information.



*Example of a BRT vehicle type*



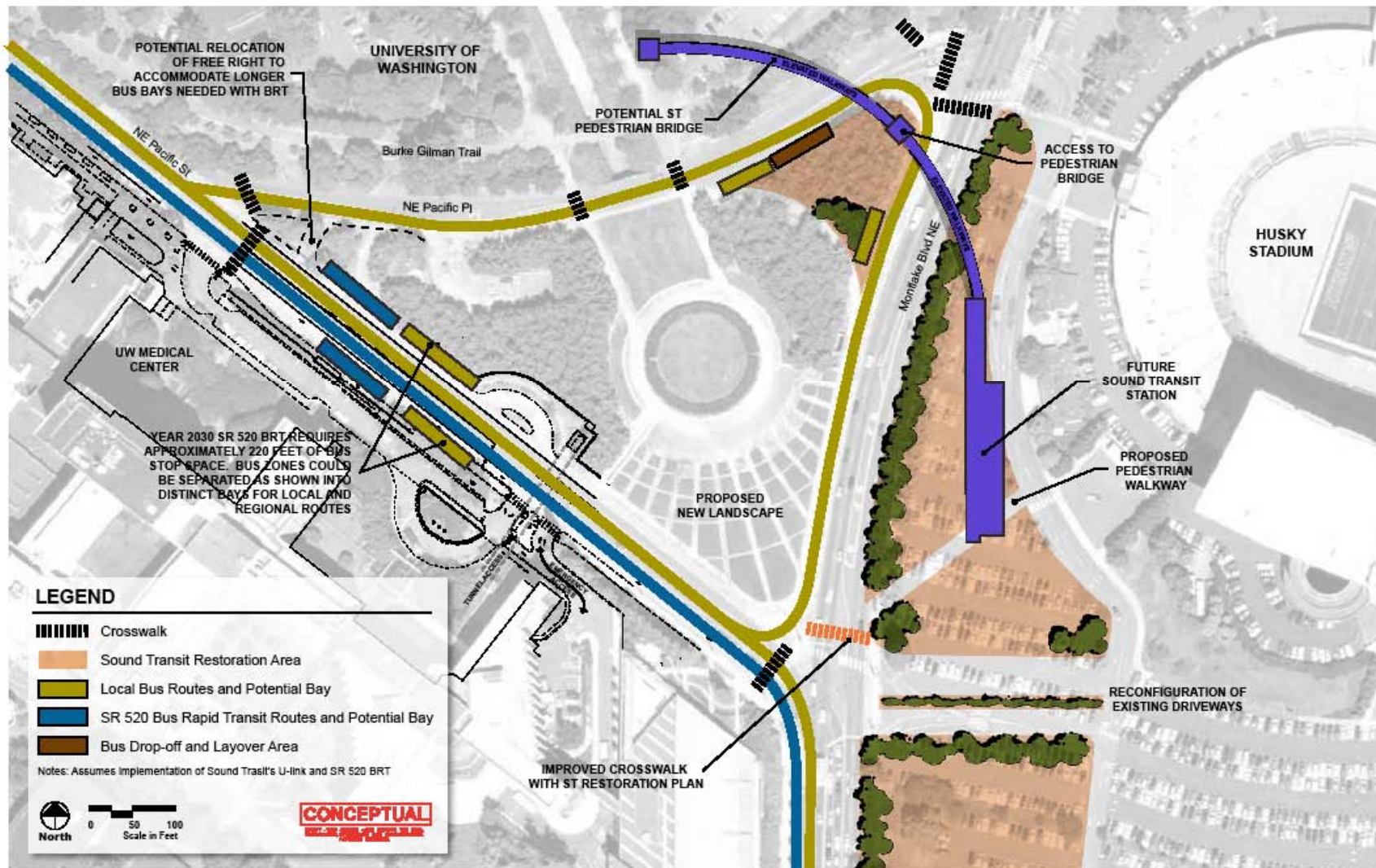
# Montlake Multimodal Center Vision

- Multimodal center for SR 520 BRT, University Link light rail and local transit service.
- Provide a gateway to the University District and University of Washington.
- Accommodate transit riders, pedestrians and bicyclists.
- No park and ride lot.



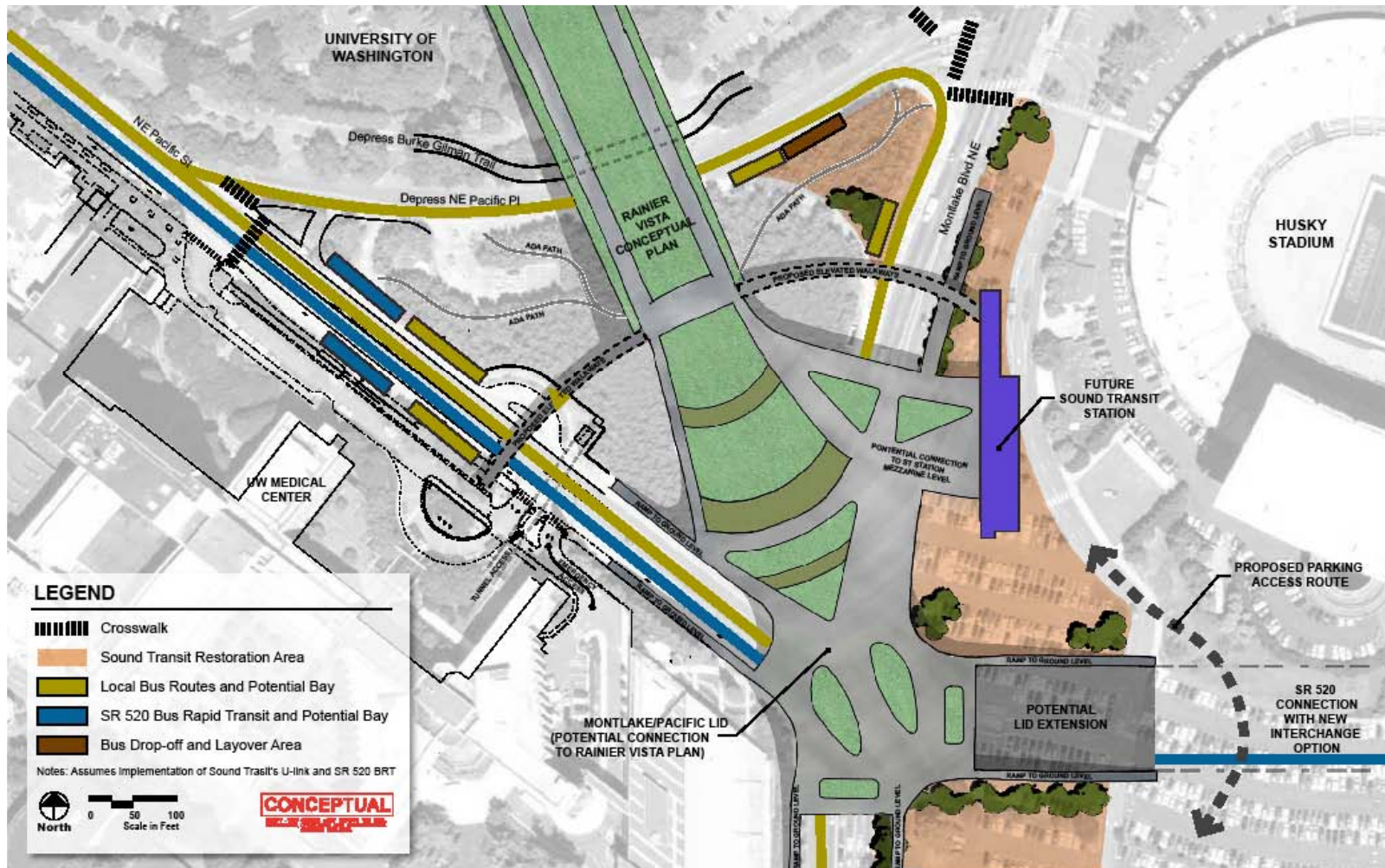
*Sound Transit's University of Washington Station (simulation).*

# Montlake Multimodal Center Baseline Concept






# Montlake Multimodal Center with Rainier Vista Plan and Montlake Pacific Lid



# SR 520 HCT – Next Steps

Phased BRT service, capital facility and financing program, directed toward two milestones:

- 2016: Opening of completed SR 520 transit and HOV lanes and University Link.
- 2021: Revised 520 BRT system with completion of East Link.



| 2009 to 2011   | 2012 to 2015   | 2016 to 2021   | 2022 to Future   |
|--|--|--|--|
| <ul style="list-style-type: none"> <li>• Define first phase of Montlake Multimodal Center improvements.</li> <li>• Develop financial plan.</li> <li>• Develop phased transit service plan.</li> <li>• Begin Lake Washington Urban Partnership and Sound Transit service increases on 520.</li> </ul> | <ul style="list-style-type: none"> <li>• Operate construction period transit.</li> <li>• Complete SR 520 transit and HOV lanes.</li> <li>• Complete BRT financial strategy and detailed service plan.</li> <li>• Begin initial phase of 520 BRT operations.</li> <li>• Complete revised Sound Transit SR 520 HCT Study.</li> </ul> | <ul style="list-style-type: none"> <li>• Implement SR 520 BRT service in 2016; adjust service with demand.</li> <li>• Re-evaluate BRT service levels after East Link reaches Overlake Transit Center. Complete East Link by 2021.</li> </ul> | <ul style="list-style-type: none"> <li>• Expand SR 520 BRT lines and service levels as demand increases.</li> <li>• Implement supporting investments.</li> </ul> |



# Questions?

For more information visit the project website at:

[www.wsdot.wa.gov/projects/SR520Bridge](http://www.wsdot.wa.gov/projects/SR520Bridge)

